

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 L-02 SS-15 H-02 PA-01

PRS-01 USIA-06 /056 W

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R 231210Z MAY 75

FM AMEMBASSY LISBON

TO SECSTATE WASHDC 2871

INFO AMEMBASSY BUCHAREST

AMEMBASSY BUDAPEST

AMEMBASSY MADRID

AMEMBASSY MOSCOW

AMEMBASSY PARIS

USMISSION NATO

LIMITED OFFICIAL USE LISBON 2902

E.O. 11652: N/A

TAGS: EAIR, PFOR, PO, HU

SUBJ: PORTUGUESE-HUNGARIAN AIR ACCORD

1. MAY 22 IN LISBON HUNGARIAN VICE-MINISTER OF COMMUNICATIONS SANDOR POLDVARI AND PORTUGUESE SECRETARY OF STATE FOR TRANSPORTS AND COMMUNICATIONS ANTONIO MACHADO RODRIGUES SIGNED BILATERAL AIR TRANSPORT AGREEMENT. NO DETAILS OF AGREEMENT WERE RELEASED. PORTUGUESE AIRLINE TAP AND ITS HUNGARIAN COUNTERPART MALEV ARE TO STUDY POSSIBLE ESTABLISHMENT OF SERVICE.

2. THIS IS THIRD AIR ACCORD PORTUGAL HAS SIGNED WITH EASTERN EUROPE-PREVIOUS ONES WERE WITH USSR IN DECEMBER 1974 (LISBON 5477 OF DECEMBER 12, 1974 NOTAL) AND ROMANIA IN FEBRUARY (LISBON 779 NOTAL). NO SERVICE THUS FAR STARTED BY ROMANIA. AEROFLOT INITIATED THRICE-WEEKLY SERVICE IN FEBRUARY (LISBON 1017, A-39 NOTAL), TAP HAS NOT INDICATED PLANS TO SERVE EASTERN EUROPE, AND TAP OFFICIAL HAS STATED PUBLICLY THAT AEROFLOT FLIGHTS HAVE BEEN LIMITED OFFICIAL USE
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CARRYING FEW PASSENGERS.

3. OTHER AGREEMENTS WITH HUNGARY ARE IN PROSPECT. HUNGARIANS ARE TO MAKE PROPOSAL, PROBABLY IN JUNE, FOR AGREEMENT ON TECHNICAL AND SCIENTIFIC COOPERATION IN COMMUNICATIONS. AGREEMENT COULD BE SIGNED BY RODRIGUES WHEN HE GOES TO BUDAPEST IN FALL TO SIGN AGREEMENT ON LAND TRANSPORT (ESPECIALLY RAILWAYS). PRES ALSO REPORTS THAT HUNGARY HAS SOUGHT MOST-FAVORED NATION FACILITIES AND TREATMENT FOR ITS SHIPS, AND REDUCTION OF TAXES ON MATERIAL USED BY ITS AIRLINE. LATTER PROBLEM IS BEING BUCKED TO FINANCE MINISTRY.

4. COMMENT: DESPITE POLITICAL REASONS FOR INITIATING SERVICE TO MOSCOW AND BUCHAREST, AND "TOURISM POSSIBILITIES" PLAYED UP BY PRESS, TAP HAS NOT BEEN NOTICEABLY EAGER TO ADD MORE MONEY-LOSING ROUTES TO THOSE IT ALREADY HAS IN ABUNDANCE. IT IS NOT ANY MORE LIKELY TO DESIRE TO START SERVICE TO BUDAPEST. FROM EVIDENCE TO DATE IT SEEMS CLEAR THAT ANY SERVICE BY HUNGARIAN OR ROMANIAN AIRLINES WOULD HAVE TO BE BASED ON POLITICAL REASONS, NOT ON NEARATERM PROSPECTS OF ECONOMIC VIABILITY.
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